

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

SAFE ROUTES TO SCHOOL

County: Fayette
P. I. Number: 0009440
Federal Route Number: N/A
State Route Number: N/A

Peeples Elementary School and Rising Starr Middle School SRTS

Submitted for approval: (Submit to "Concept Reports" in Outlook)

DATE 12/16/10

Sean Johnston, Kimley-Horn and Associates, Inc.
Design Consultant Name and Firm Name

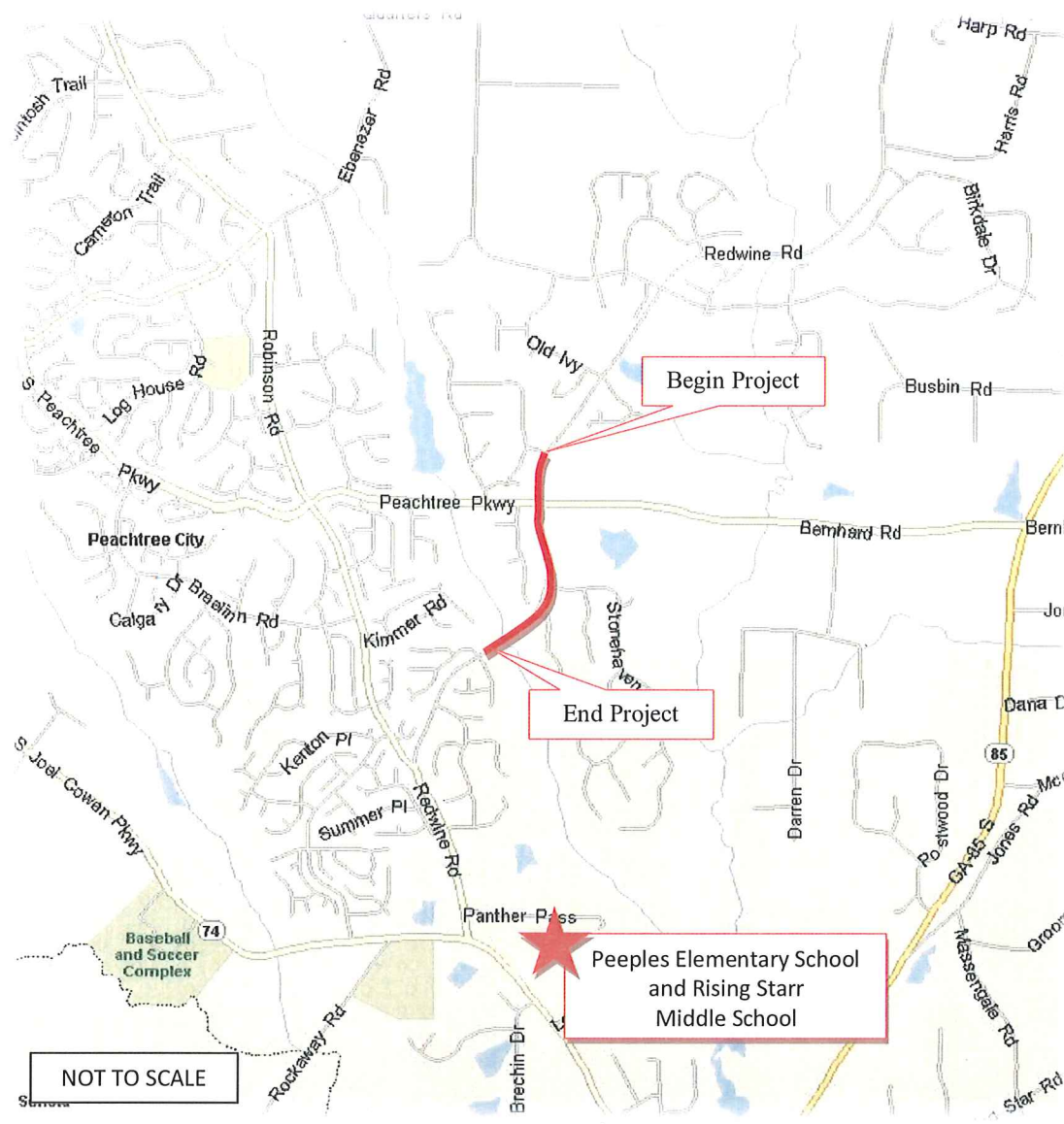
DATE 12/21/2010

SEB
Project Manager

Approvals:

Concur: Kathleen Behmel Date: 12-27-10
State Traffic Engineer

Approve: Heidi Scholt Date: 1-5-10
Director of Permits and Operations



Legend:



School Location



Project Location

Project Location Map

Project Number: N/A
 P.I. Number: 0009440
 Fayette County, GA

Peoples Elementary School
 Rising Starr Middle School
 Safe Routes to School

Source: Microsoft Streets & Trips 2006

Need and Purpose:

This project is a Safe Routes to School (SRTS) infrastructure project that will improve pedestrian and bicycle accessibility for students within a 2-mile radius of Peeples Elementary School and Rising Starr Middle School in Fayette County. The school is located on Redwine Road (CR 361) near the intersection with SR 74.

The SRTS infrastructure program administered by the Federal Highway Administration is intended to promote walking and bicycling by students living within a two-mile radius of a school. The desired outcomes of the SRTS infrastructure program include increased health and fitness for students, as well as accessibility and environmental benefits for the community at large.

Currently, both Peeples Elementary School and Rising Starr Middle School do not allow students to walk or bike to school due to a lack of facilities along Redwine Road. New pedestrian facilities in the vicinity of the school are needed to increase accessibility for students walking to school. In particular, there is no existing connectivity along Redwine Road from neighborhoods north of Peachtree Parkway to the school complex. Many residential subdivisions in this area of Fayette County are connected by multi-use paths. However, four subdivisions north of the intersection of Peachtree Parkway and Redwine Road – Highgrove, New Haven, Timberlake, and Whitewater Creek - house 33 percent of the elementary and middle school student population but are not connected to a multiuse path.

The project will improve bike and pedestrian accessibility through the installation of an asphalt multiuse path along Redwine Road and an associated timber bridge over Camp Creek. New curb ramps and high-visibility crosswalks with advance signage will also be installed on the south and east legs of the intersection of Peachtree Parkway and Redwine Road. It is estimated that project improvements will give 1893 students accessibility to walk or bike to school. In addition, while the Safe Routes to School infrastructure program is indented to benefit children in grades K through 8, the project will also provide improved bicycle and pedestrian connectivity to Starr's Mill High School, which is immediately adjacent to Starr's Mill Middle School.

Logical Termini:

The proposed multi-use path improvements along Redwine Road (CR 361) will begin at an existing section of multi-use path just north of Spring Mist Drive in the Timberlake Subdivision and travel southbound approximately 5100 linear feet along Redwine Road. As illustrated in the attached route map, the proposed path will end at an existing multi-use path at Preserve Place in the Preserve Subdivision south of the Camp Creek crossing. From the southern terminus of the project, pedestrians and cyclists will be able to utilize the existing multi-use path and local low-volume streets through the Preserve Subdivision and the Jefferson Woods Subdivision to access an existing path segment along Redwine Road that begins at Foreston Place just north of the school complex and travels southbound approximately 4000 feet to the school.

Other Projects in the Area:

- Widening on SR 74 from SR 85 to CS 597/Cooper Circle; GDOT Project No. STP00-0209-01(002); PI No. 322355
- Intersection Improvement: CS 340/South Peachtree Parkway @ CS 597/Crosstown Drive; GDOT Project No. CSSTP-0006-00(814); PI No. 0006814

Description of the proposed project:

This project consists of construction of approximately 5,100 linear feet of new asphalt multiuse path along Redwine Road (CR 361) in Fayette County. The proposed improvements will connect two existing segments of multiuse path serving neighborhoods along Redwine Road.

The proposed multiuse path will begin on Redwine Road at Spring Mist Drive (approximate milepost 1.3) in the Timberlake Subdivision and will run along Redwine Road to Preserve Place in the Preserve Subdivision (approximate milepost 2.3). The multiuse trail will connect an existing path north of Spring Mist Drive to an existing trail network located in the Preserve Subdivision, ultimately leading to the Starr's Mill tri-school complex.

A 5 to 6-foot grassed strip will separate the path from the roadway edge of traveled way. The path will be 10 feet wide, with a 4-foot outside shoulder. High-visibility crosswalks and stop bars will be installed across intersecting side streets. All trail improvements will be made within the existing right-of-way.

The project will also involve construction of a bridge over Camp Creek and boardwalk to span the adjacent floodplain. The bridge and boardwalk will be approximately 350 feet in length with a minimum deck width of 14 feet. It is anticipated that the bridge superstructure and decking will be timber.

At the intersection of Peachtree Parkway and Redwine Road, crosswalks will be installed across the east and north legs to delineate pedestrian and cyclist path crossings. Advance warning signage will be installed to alert motorists of the crossings.

See attachment #4 for project concept layout.

Is the project located in a PM 2.5 Non-attainment area? X Yes No

Is this project located in an Ozone Non-attainment area? X Yes No

The project is intended to improve bicycle and pedestrian mobility and will not affect roadway capacity. The project is not required to be included in the conforming plan's model.

PDP Classification: Major (), Minor (X)

Federal Oversight: Full Oversight (), Exempt(X), State Funded(), or Other ()

Functional Classification: Urban Minor Arterial

U. S. Route Number(s): N/A

State Route Number(s): N/A

Traffic (ADT): N/A

Existing design features:

- Typical Section (Redwine Road between Spring Mist Drive and Preserve Place): One 12' travel lane in each direction and rural shoulder.
- Posted Speed
 - Redwine Road (CR 361): 45 mph
 - Peachtree Parkway: 40 mph
- Width of Right of Way

In order to be eligible for Safe Routes to School funding, the local government has demonstrated that adequate existing right-of-way is available to construct the proposed project.

 - Redwine Road (CR 361): 80 feet
- Major structures: None
- Major interchanges or intersections along project
 - Redwine Road (CR 361) at Peachtree Parkway

Proposed Design Features:

- Typical Section (Redwine Road between Spring Mist Drive and Preserve Place): One 12' travel lane in each direction, rural shoulder, variable width (5 to 6 feet) grassed strip, and variable width (10 to 14 feet) asphalt multiuse path with 4-foot graded shoulders on each side
- Proposed Design Speed: 45 mph (Roadway); 20 mph (Trail)
- Proposed Maximum grade (Path): 5% Maximum grade allowable 8%.
- Proposed Maximum Cross Slope (Path): 2%
- Prop. Minimum Curve Radius (Path): 100 feet
- Right of way: N/A
 - Easements: Temporary (), Permanent (), Utility (), Other ().
 - Type of access control: N/A
 - Number of parcels: 0
 - Number of displacements:
 - Business: None
 - Residences: None
 - Mobile homes: None
 - Other: None
- Structures: Approximate 350-foot long timber pedestrian boardwalk and bridge over Camp Creek
- Major intersections along the project:
 - Redwine Road (CR 361) at Peachtree Parkway

- Traffic control during construction: No lane closures are anticipated along Redwine Road.
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
HORIZONTAL CLEARANCE:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY:	()	()	(X)
LATERAL OFFSET TO OBSTRUCTION	()	()	(X)

- Design Variances: None anticipated
- Environmental concerns:
 - The project crosses Camp Creek with a proposed pedestrian bridge and boardwalk. The crossing is expected to impact less than 25 lineal feet of stream. A survey of aquatic species will be required, and a Nationwide 404 permit will be required for stream impacts.
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X), No ()
 - Categorical exclusion: Anticipated
 - Environmental Assessment/Finding of No Significant Impact(FONSI): ()
 - Environmental Impact Statement (EIS) ()
- Utility involvements:
 - Utility facilities located within the project limits include:
 - Gas (Atlanta Gas Light)
 - Power (Georgia Power)
 - Water (Fayette County)
 - Telecommunications (AT&T, Comcast, Verizon)

VE Study Required: Yes () No (X)

Benefit/Cost Ratio: N/A

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	UTILITY	CST	MITIGATION
By Whom	GDOT	N/A	N/A	GDOT	N/A
\$ Amount	\$70,000.00	N/A	N/A	\$459,864.88	N/A

**CST Cost includes: Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment.*

Project responsibilities:

- Design: Design Consultant/GDOT
- Right of Way Acquisition: N/A
- Right of Way funding (real property): N/A
- Relocation of Utilities: GDOT
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Construction Contractor
- Providing detours: N/A
- Environmental Studies/Documents/Permits: Consultant/GDOT
- Environmental Mitigations: GDOT

Coordination

- Concept Meeting date and brief summary: 05/10/2010 - Minutes Attached
- P. A. R. meetings, dates and results: None Required
- FEMA, USCG, and/or TVA: N/A
- Public involvement: N/A
- Local government comments: N/A
- Other projects in the area:
 - Widening on SR 74 from SR 85 to CS 597/Cooper Circle; GDOT Project No. STP00-0209-01(002); PI No. 322355
 - Intersection Improvement: CS 340/South Peachtree Parkway @ CS 597/Crosstown Drive; GDOT Project No. CSSTP-0006-00(814); PI No. 0006814
- Other coordination to date: N/A

Scheduling – Responsible Parties' Estimate

- | | | |
|---|--------------|-----------|
| • Time to complete the environmental process: | Begin: 4/10 | End: 3/11 |
| • Time to complete preliminary construction plans: | Begin: 10/10 | End: 5/11 |
| • Time to complete right-of-way plans: | Begin: n/a | End: n/a |
| • Time to complete the Section 404 Permit: | Begin: n/a | End: n/a |
| • Time to complete final construction plans: | Begin: 5/11 | End: 8/11 |
| • Time to complete the purchase of right-of-way: | Begin: n/a | End: n/a |
| • List other major items that will affect the project schedule: | Begin: n/a | End: n/a |

Alternates considered: (1) Construct multiuse facility from Spring Mist Drive in the Timberlake Subdivision along Redwine Road to Preserve Place in the Preserve Subdivision. Construct a timber bridge and boardwalk approximately 350 feet in length with a minimum deck width of 14 feet over Camp Creek. The multiuse facility would connect to an existing trail network located in the Preserve Subdivision.

(2) Construct multiuse facility from Spring Mist Drive in the Timberlake Subdivision along Redwine Road to existing trail across from Foreston Place in the Foreston Place Subdivision. Construct a timber bridge and boardwalk approximately 350 feet in length with a minimum deck

width of 14 feet over Camp Creek. The multiuse facility would connect to an existing trail network across from the Foreston Place Subdivision.

(3) No Build.

Comments:

Comparison Summary of Alternates 1-3

Alternate (1) is recommended for this concept.

Alternate (2) is not recommended for this concept because the estimated construction costs would exceed available Safe Routes to School funding for this project.

Alternate (3) is not recommended for this concept. The no-build alternate would not promote walking and bicycling for children attending Peeples Elementary School and Rising Starr Middle School, as stated in the project need and purpose.

Attachments:

1. Construction Cost Estimate
2. Fuel and Asphalt Adjustment Form
3. Concept Sketches
4. Concept Typical Sections
5. Proposed SRTS Route Map
6. Concept Team Meeting Minutes (05/10/2010)

STATE HIGHWAY AGENCY

DATE : 11/10/2010
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0009440 SPEC YEAR: 01
DESCRIPTION: PEEPLES ELEMENTARY AND RISING STARR MIDDLE SCHOOL SRTS

ITEMS FOR JOB 0009440

LINE ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0001	109-0100	*\$*	PRICE ADJ - UNLEADED FUEL	1.000	3057.04	3057.04
0002	109-0200	*\$*	PRICE ADJ - DIESEL FUEL	1.000	6873.60	6873.60
0003	109-0300	*\$*	PRICE ADJ - ASPHALT CEMENT	1.000	16579.80	16579.80
0004	001-1999	*\$*	CONSTRUCTION ENGR INSPECTION	1.000	21000.00	21000.00
0005	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	500.000	1.28	640.00
0010	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	1000.000	3.82	3820.00
0015	210-0100	LS	GRADING COMPLETE - 0009440	1.000	20000.00	20000.00
0020	310-1101	TN	GR AGGR BASE CRS, INCL MATL	2040.000	19.01	38787.62
0025	402-3103	TN	REC AC 9.5 MM SP,TP11,GP2, INCL BM & HL	610.000	69.04	42118.10
0030	550-1240	LF	STM DR PIPE 24",H 1-10	250.000	38.67	9669.95
0035	550-3324	EA	SAFETY END SECTION 24",STD,4:1	10.000	927.47	9274.78
0040	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	180.000	21.00	3780.00
0045	636-2070	LF	GALV STEEL POSTS, TP 7	260.000	8.00	2080.00
0050	653-1804	LF	THERM SOLID TRAF STRIPE, 8",WH	1200.000	1.82	2184.00
0055	009-3000	LS	MISCELLANEOUS CONSTRUCTION PEDESTRIAN BRIDGE AND BOARDWALK	1.000	280000.00	280000.00

ITEM TOTAL					459864.88	
INFLATED ITEM TOTAL					459864.88	

TOTALS FOR JOB 0009440

ESTIMATED COST: 459864.89
CONTINGENCY PERCENT (0.0) : 0.00
ESTIMATED TOTAL: 459864.89

P.I. Number 0009440 County FAYETTE Date 9/16/2010
 Project Number N/A

Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

ENTER FPL DIESEL	2.532
ENTER FPM DIESEL	5.697

ENTER FPL UNLEADED	2.881
ENTER FPM UNLEADED	6.48225

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)		0.29		0.15		
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	2040.000	0.29	591.60	0.24	489.60	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	610.000	2.90	1769.00	0.71	433.10	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
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Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50						
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50						
PSC Beams____ (LF) Section 507				8.00		1.50						
PSC Beams____ (LF) Section 507				8.00		1.50						
PSC Beams____ (LF) Section 507				8.00		1.50						
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50						
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50						
Bar Reinf Steel (LB) Section 511				8.00		1.50						
Piling____inch (LF) Section 520				8.00		1.50						
Piling____inch (LF) Section 520				8.00		1.50						
Piling____inch (LF) Section 520				8.00		1.50						
Piling____inch (LF) Section 520				8.00		1.50						
Piling____inch (LF) Section 520				8.00		1.50						
Piling____inch (LF) Section 520				8.00		1.50						
Drilled Caisson,____ (LF) Section 524				8.00		1.50						
Drilled Caisson,____ (LF) Section 524				8.00		1.50						
Drilled Caisson,____ (LF) Section 524				8.00		1.50						
Pile Encasement,____(LF) Section 547				8.00		1.50						
Pile Encasement,____(LF) Section 547				8.00		1.50						
<table><tr><td>SUM QF DIESEL=</td><td>2360.60</td><td>SUM QF UNLEADED=</td><td>922.70</td></tr></table>									SUM QF DIESEL=	2360.60	SUM QF UNLEADED=	922.70
SUM QF DIESEL=	2360.60	SUM QF UNLEADED=	922.70									
<table><tr><td>DIESEL PRICE ADJUSTMENT(\$)</td><td>\$6,873.60</td></tr><tr><td>UNLEADED PRICE ADJUSTMENT(\$)</td><td>\$3,057.04</td></tr></table>									DIESEL PRICE ADJUSTMENT(\$)	\$6,873.60	UNLEADED PRICE ADJUSTMENT(\$)	\$3,057.04
DIESEL PRICE ADJUSTMENT(\$)	\$6,873.60											
UNLEADED PRICE ADJUSTMENT(\$)	\$3,057.04											

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)

APPLICABLE TO CONTRACTS/PROJECTS CONTAINING THE 413 SPECIFICATION, SECTION 413.5.01 ADJUSTMENTS
ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

453

ENTER APM

1019.25

125.00%

INCREASE ADJUSTMENT

L.I.N.

TYPE

TACK (GALLONS)

TACK (TONS)

REMARKS

TMT =

PRICE ADJUSTMENT(\$)

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL

453

ENTER APM

1019.25

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

125.00%

INCREASE ADJUSTMENT

L.I.N. / Spec Number	MIX TYPE	HMA	JMF AC%	AC	REMARKS
402-3103	9.5 mm SP	610	5.00	30.50	
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			TMT =	30.50	
		PRICE ADJUSTMENT(\$)		\$16,579.80	

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

125.00%

INCREASE ADJUSTMENT

Use this side for Asphalt Emulsion Only

L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input type="text"/>		
REMARKS: <input type="text"/>		

Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)
TMT = <input type="text"/>		
REMARKS: <input type="text"/>		

MONTHLY PRICE ADJUSTMENT(\$)

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

DIESEL PRICE ADJUSTMENT(\$) \$6,873.60

UNLEADED PRICE ADJUSTMENT(\$) \$3,057.04

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX \$16,579.80

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

REMARKS:

TOTAL ADJUSTMENTS

\$26,510.44



REVISION DATES

SCALE IN FEET

0 100 200 400

PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

CONSTRUCTION LIMITS

PERMANENT EASEMENT FOR CONSTR & MAINTENANCE OF DRAINAGE STRUCTURES

TEMPORARY EASEMENT FOR CONSTR OF SLOPES

TEMPORARY EASEMENT FOR CONSTR OF DRIVES

GEORGIA DEPARTMENT OF TRANSPORTATION

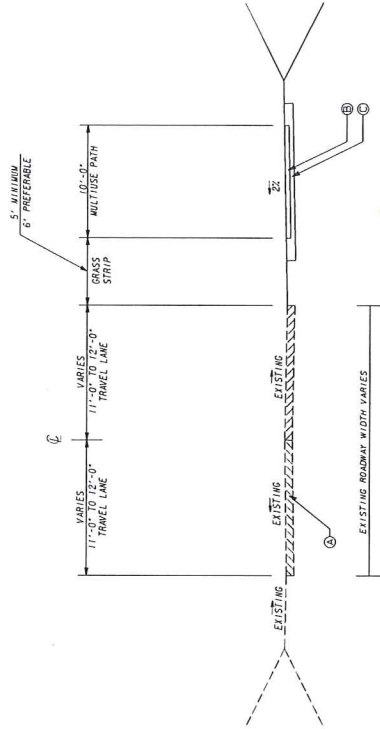
CONCEPT EXHIBIT 1

FAYETTE COUNTY

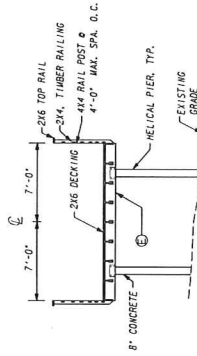
SAFE ROUTES TO SCHOOL

DRAWING NO.





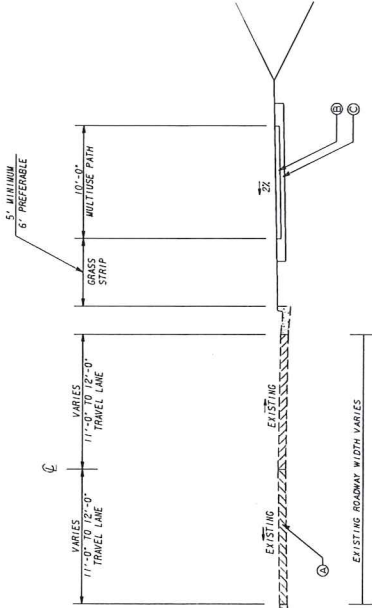
TS-1
REDWINE ROAD
TYPICAL SECTION WITH PATH
AND NO CURB AND GUTTER



TS-3
REDWINE ROAD
TIMBER BOARDWALK BRIDGE TYPICAL SECTION

- REQUIRED PAVEMENT
- ① EXISTING PAVEMENT, TO BE RETAINED
 - ② 2" OF 19M @ 220 LB/SQ YD, PER THE PEACHTREE CITY DETAIL
 - ③ GR AGG BASE CRS. 4 IN
 - ④ 30" CURB AND GUTTER
 - ⑤ TIMBER BRIDGE

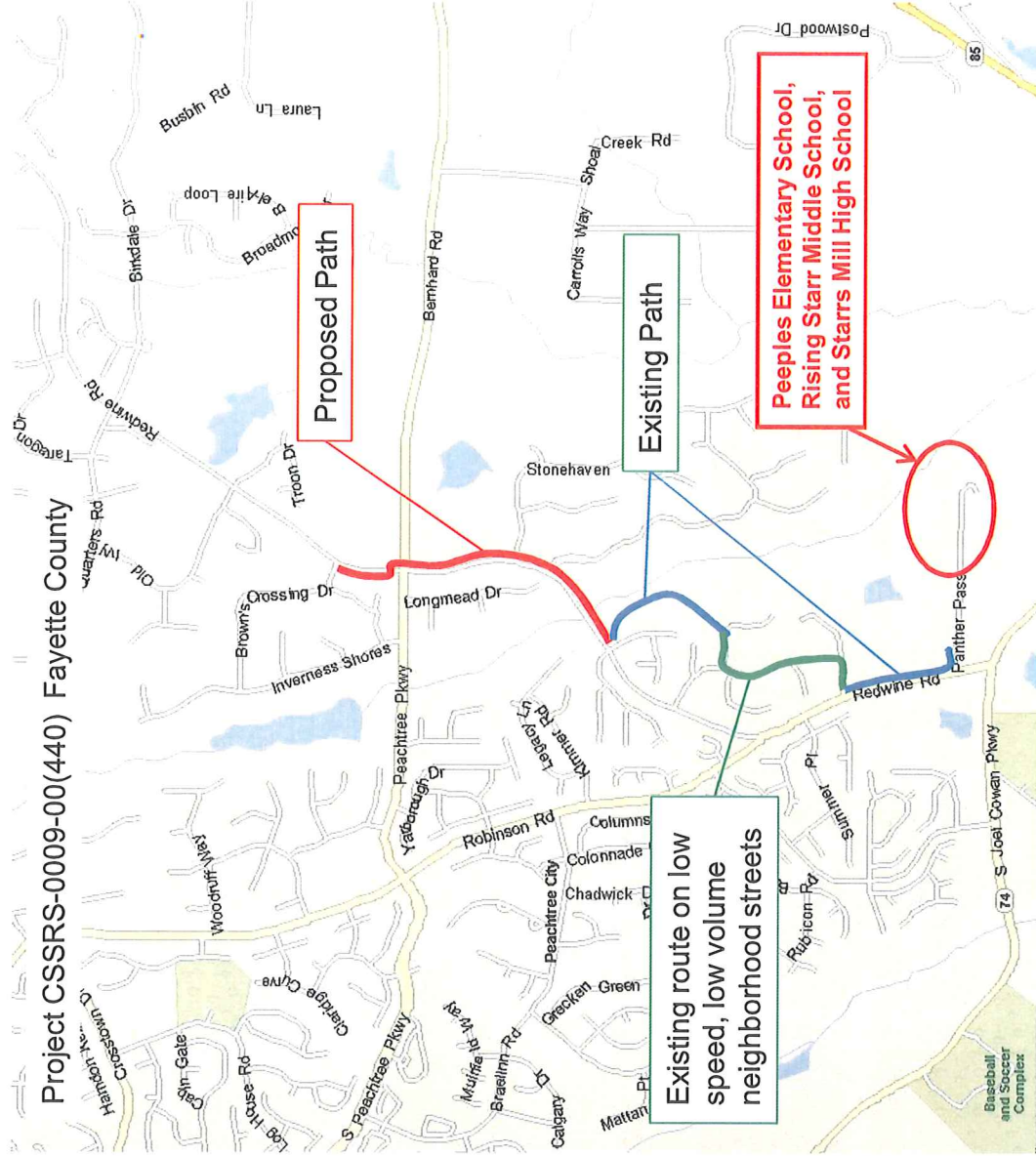
PROPERTY AND EXISTING R/W LINE	-----
REQUIRED R/W LINE	=====
CONSTRUCTION LIMITS	-----
PERMANENT EASEMENT FOR CONSTR	XXXXXX
TEMPORARY EASEMENT FOR CONSTR	XXXXXX
OF SLOPES	XXXXXX
OF DRAINAGE	XXXXXX



TS-2
REDWINE ROAD
TYPICAL SECTION WITH PATH
AND WITH CURB AND GUTTER

NOT TO SCALE

REVISION DATES	GEORGIA DEPARTMENT OF TRANSPORTATION
SCALE IN FEET	0 5 10 20
TYPICAL SECTIONS	FAYETTE COUNTY SAFE ROUTES TO SCHOOL
DRAWING NO.	5-01



Proposed SRTS Route Map - Peoples Elementary School and Rising Starr Middle School

MEETING MINUTES

Date: May 10, 2010
Project: Peeples Elementary and Rising Starr Middle School SRTS
GDOT Project No.'s: CSSRS-0009-00(440); PI 0009440
County: Fayette
Subject: Concept Team Meeting

Attendees:

Norm Cressman	Georgia Department of Transportation (GDOT)
Emmanuella Myrthil	GDOT
C.W. Campbell	Fayette County Schools
Phil Mallon	Fayette County Public Works
Bryan Keller	Fayette County
Pete Frisina	Fayette County
Tony Bernard	Peachtree City
Dave Borkowski	Peachtree City
Kennisha Collins	Peachtree City
John Cock	Alta Planning + Design (Alta)
Jean Crow	Alta
Sean Johnston	Kimley-Horn and Associates (KHA)
David Stricklin	KHA
Elise Hipp	KHA

This Safe Routes to School concept team meeting was held on Monday, May 10, 2010 at Rising Starr Middle School in Peachtree City, Georgia to discuss the sponsor's application and concepts for proposed infrastructure improvements in the vicinity of the school. The proposed project consists of multiuse trail and additional signage to improve conditions for children walking and bicycling to school.

The following is a summary of key items discussed:

- Overall:
 - The project as proposed by the sponsor consists of a 10-foot wide multiuse path along Redwine Road from the Timberlake and New Haven subdivisions to an existing path that ends just north of the school property. The project also involves a bridge crossing of Camp Creek.
 - The original project proposal called for creating a connection from Timberlake and New Haven to the existing path just north of the school complex. However, due to construction budget constraints and concerns about the cost of the Camp Creek bridge crossing, alternative connectivity using existing paths through subdivisions may be necessary. The group agreed that the priority is to connect students in New Haven, Timberlake, Wood Creek, and Whitewater Creek to existing trails and sidewalks that will connect to the school. Therefore, the project is proposed to start at the north end as proposed in the application and extend south as far as possible to connect to existing trails.
 - If budget permits, it was suggested that KHA evaluate sections of existing path for ADA compliance.

- Redwine Road at Peachtree Parkway/Berhard Road:
 - It was noted that the Fayette County Police Department would conduct turning movement counts for the intersection of Peachtree Parkway/Berhard Road and Redwine Road. Counts would also be collected for the ADT south of the intersection along Redwine Road.
 - It was suggested that the trail should cross the intersection on the north and east legs of the intersection with marked crosswalks. Marked crosswalks should be located one passenger car length behind the existing stop bars to allow adequate sight distance for vehicles without obstructing the trail pathway.
- Bridge over Camp Creek:
 - It was noted by Fayette County that the current future conditions model for the existing quadruple barrel bridge culvert indicates that the 100 year flood event overtops the road.
 - A timber bridge crossing with piers that align with the existing bridge culvert barrels was recommended.
 - It was noted that the Peachtree City Council must give their approval of the bridge plans, in addition to Fayette County's approval.
 - Fayette County and Peachtree City stated that a similar timber bridge project had recently been constructed in the area, and that costs and details could be provided to KHA.
- Redwine Road at Preserve Place:
 - The trail pinch point above an existing tunnel, just northeast of the Preserve subdivision, may require a 42" high railing or barrier between the roadway and trail due to limited shoulder width. A similar project can be found in Peachtree City close to the intersection of Peachtree Parkway and Windgate Road.
 - It was noted that utilizing the existing path and tunnel on the east side of Redwine Road near the Preserve subdivision entrance as the primary trail alignment would be difficult due to steep grades. Making the existing path ADA compliant in such conditions would be challenging, therefore the proposed trail alignment will likely remain adjacent to Redwine Road, within the right-of-way.
 - If limited construction funds do not allow for a new trail connection to be constructed along Redwine Road all the way to the school complex, the suggestion was made to connect into existing paths in the Preserve Subdivision which will ultimately provide connectivity to the school complex.
- Redwine Road at Forrester Place Subdivision:
 - It was suggested to make improvements to the crosswalk by installed flashing rectangular beacons or additional pedestrian crossing signage.

These minutes contain the understanding of KHA and Alta representatives regarding discussions, decisions, action items, etc. at the meeting.